

ANN LANDERS



You're Just a Crier

Dear Ann Landers: I'm mad at myself, ashamed, disgusted, and upset. Can you help me? I'm 16, a girl, and the world's worst crybaby. If I get bawled out by a teacher I cry. If my team loses I cry. If somebody yells at somebody else I feel sorry for the person getting yelled at and I cry. It wouldn't be so bad if I cried in private but I don't. I cry right in front of everybody. And it shows for an hour after. My eyes get red and swollen. Once a friend came up to me and asked if somebody had died.

I hate myself for being so sensitive. Is there a solution to this problem or am I going to swim in tears for the rest of my life?—Damp Hankies

Dear Damp Hank: Accept the fact that you're a crier and you'll always be one. It's part of your emotional pattern. Accept the fact, too, that it isn't all bad. Crying is a healthy way to relieve tension. People who can't cry are in serious trouble. Since your inability to hold back the waterworks is embarrassing, excuse yourself promptly when you feel the tears coming—and have your cry in private.

Dear Ann Landers: I'm 66 years old and retired. In the past few months you've printed letters from people who have lost weight through some unconventional method. I hope you'll print my letter, although it may sound crazy. It might not work for everybody but it took 20 pounds off me and my doctor said it has added years to my life.

I read somewhere it's not what you eat but when you eat that counts. The idea is to pack in a whopping big breakfast, burn up the calories during the day and go to sleep at night on a light stomach.

I was never much of a breakfast eater, in fact I had the idea I couldn't eat much in the morning. I used to grab a cup of coffee and a piece of toast on the run.

I decided to try the new routine and it worked wonders. Yesterday my breakfast consisted of a large glass of orange juice, a plate of spaghetti and meat balls, a half pint of ice cream on a slab of cherry pie. Of course after that I couldn't eat much lunch or dinner. A light snack satisfied me.

If people say to you, "That's not for me. I can't eat in the morning," tell them, they can if they really want to. I know because I'm doing it. —Streamlined at 66

Dear Streamlined: I can't argue with your results but I wouldn't recommend your kooky diet to anyone else. The only safe way to lose weight is to reduce the intake of calories while maintaining balanced nutrition — under the watchful eye of a physician, of course.

Confidential to What Happened to Mr. D: I think D stands for Detergent. He worked fast and left no ring. Contact the Florence Crittendon Home in Toledo.

Unsured of yourself on dates? What's right? What's wrong? Should you? Shouldn't you? Send for Ann Landers' booklet "Dating Do's and Don'ts," enclosing your request 35 cents in coin and a long, self-addressed stamped envelope.

Ann Landers will be glad to help you with your problems. Send them to her in care of the Press-Herald, enclosing a stamped, self-addressed envelope.

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Anderson Blasts New Prime Interest Rate

Congressman Glen Anderson (17th District) today called upon President Nixon to effect an immediate rollback of interest rates. Anderson labeled the recent record-breaking increase in the prime interest rate to 8½ per cent as "irresponsible action that will further increase spiraling prices and costs, coming at a time when we are already in the midst of runaway inflation, and will result in a justly indignant citizenry."

Anderson described the action by the banking interests as "outrageous" and expressed his concern that higher interest rates will cripple private industry. He cited one area — that of homebuilding — as being particularly hard hit. Anderson said, "If the big financial interests are deliberately attempting to stop middle

and low income housing, they are succeeding by this action."

HE CALLED upon President Nixon to take immediate action to effect a roll-back of interest rates. Anderson further stated that in the past, Presidents have been effective in rolling back commodity prices, as well as wage increases.

"Therefore, as our President," Anderson said, "I believe you have an obligation to take an active role at this time on this crucial subject."

Anderson also called to the President's attention that the Republican Party and the banking institutions "appear to have a close working relationship and an association" that would give President Nixon an excellent opportunity for leadership in bringing about reduction in "the outrageously high interest rates."



IMPRESSIVE LIST . . . Awards chairman Thomas Elder of Pacific Telephone, left, and Sheriff Peter Pitchess look over the list of nominees for the Law Enforcement and Community Recognition Association of Los Angeles County's "Award of Merit." Elder is from Palos Verdes Estates.

College Summer Session Will Begin Wednesday

Classes for the first summer session at El Camino College begins next Wednesday for an estimated 6,000 students.

More than 250 courses will be offered in the first session, which will last six, eight, or ten weeks, depending on the specific classes involved.

REGISTRATION for the session will take place Monday and Tuesday. Continuing students will register Monday,

with new and returning students registering one day later. No late registration will be permitted.

Residence requirements are being waived for the first summer session, with out-of-district permits required only from Long Beach and Santa Monica residents who plan to attend more than nine hours per week. Registration for this first session will be open to anyone who is a high school graduate or who is over the age of 18 and can profit from the instruction.

THERE IS NO tuition for le-

Law in Action

You drive down Main Street, change lanes, and turn left. A policeman flags you down. He hands you a citation for a "moving violation" for making an unsafe lane change and cutting in front of on-coming traffic. You sign a promise to appear.

What next? If you had no accident, call or write the court to find out what your bail is and post it, because there are certain citations upon which you can post and forfeit bail, and make no court appearance. But if you had an accident, or were cited for speeding or drunk or reckless driving, you must go to court; you cannot just post and forfeit bail as if it were a fine.

YOUR AUTO insurance rate goes up when you have a moving violation. If you post bail or fail to protest the citation, this counts as a "conviction" which goes into your driving record. The Department of Motor Vehicles records all such convictions, bail forfeitures, or admissions of violations. When too many pile up the department may send for you to come and discuss your record and whether or not you can be considered a safe driver, and may suspend or revoke your license. It must suspend licenses after certain kinds of convictions — for example, a second conviction for driving while under the influence of alcohol or drugs.

To protest the citation, most likely you will have to go to the courthouse several times, since in most counties you have to post bail before you can protest.

IF FOUND guilty, you may have to pay a fine, go to jail or to a driving school. Or the court may put you on probation with certain conditions.

Sometimes the judge may order you to go to driving school and then dismiss the case if your record is good and the offense is minor. The dismissed citation does not go into your record. But a court order to go to drivers' school might also follow a guilty finding by the judge. In that case, a conviction stands against your record.

Note: California lawyers offer this column so you may know about our laws.



DOUBLE AWARD . . . Gunnery Sgt. Robert D. Kelly (right), senior enlisted man of the 5th Marine Division Drum and Bugle Corps, and Maj. Gen. Donn J. Robertson, commanding general of the 5th Marine Division, admire two trophies won by the Drum and Bugle Corps during the Armed Forces Day Parade in Torrance. The Drum and Bugle Corps won the awards as the "Best Musical Unit" of the parade and the "Best Marching Unit" of the parade.

18 Area Students Win Degrees From UCSB

The University of California, Santa Barbara, has awarded degrees to 18 Torrance students. Amount the total 2,600 students who received degrees, 2,175 were granted undergraduate degrees in 45 departments, while 493 advanced degrees were presented in 34 fields. From Torrance are Gloria Jean Anderson 20909 Tomlee Ave., history; Sharon Ann Burkhart, 22741-A Nadine Circle, English; Alice Jean Corrie, 25930 Matfield Drive, English; Carolyn Ann Dusenbury, 23040 Nadine Circle, English; and Rosemary Galanda, 22311 Ocean Ave., history, sociology. Also Alice Linda Rosen, 3858 W. 226th St., math; Bruce Van Schmidt, 4521 Via Corona, economics; Alan Marshall Schwartz, 3244 El Dorado St., history; James Jeffrey Daily, 639 Pasea De La Playa, political science; Louise Ann Dunning, 235 Vista Del Parque, history; Robert Edward Engel, 220 Calle de Madrid, zoology; Roger Prescott Huysens, 824 Calle de Arboles, economics; Claudia Dean Stanley, 245 Via Linda Vista, Spanish; and Rosemary Elizabeth Abend, 158 Via Monte de Oro, history (Master of Arts).

A Chapter in Aviation History Is Concluded

An era for commercial aviation at Los Angeles International Airport ended Monday.

Workmen began demolishing the old Mike Lyman's Flight Deck building, last remaining structure of the airport's original passenger terminal at the east end of the field.

Conspicuously out of place in the heart of what is now the airport's bustling Cargo City complex, the faded little two-story building once was the center of activity for arriving and departing air travelers.

IN ADDITION to the then famous Mike Lyman's Flight Deck Restaurant and a flower and gift shop which occupied most of the second floor, the building also contained such facilities as:

The U.S. Weather Bureau, Federal Aviation Agency Flight Service Station, a barbershop, offices for Los Angeles Police Department and Airport Security, Airport Photography, Air Mail Field, Bank of America, a coffee shop, Western Union Office, flight announcements, first Travelers Aid office in U.S. to be located on an airport, Mercury Inter-

national Insurance, and an office for Los Angeles Air Service, operated by Kirk Kerkorian, the now famous Las Vegas hotel magnate.

IT ALL began in December 1946 when the airlines started moving their operations from Burbank's Lockheed Air Terminal to the newly completed passenger terminal facilities at Los Angeles International. The transition was completed in 1947, launching the airport into an exciting new era — commercial aviation.

The scheduled air carriers at that time were American, Mexicana, Trans World, United and Western Airlines, along with Pan American World Airways, Los Angeles Airways and Southwest Airways.

Annual passenger count in 1947 was 1.2 million, and the air freight volume handled at the airport during that year totaled only 13.7 million pounds. Today, annual passengers total 21 million and air freight volume has zoomed to more than 620 million pounds.

SINCE THE Flight Deck was the only restaurant on the airport in those days, it played host to many of the world's Best known personalities, such as Eleanor Roosevelt, Grocho Marx, Clark Gable, Bob Hope, Joan Crawford, heavy-weight

champion Joe Louis, and countless other luminaries of the sports, entertainment, political and business worlds.

One of the most popular attractions of the Flight Deck was its outside observation deck which overlooked the airfield and the busy ramp area where air travelers embarked and disembarked from planes ranged along the length of the crowded passenger concourses.

Waiting passengers, sightseers and children's tour groups under direction of the Department of Airports all viewed the exciting saga of aviation in action from the observation deck. Coin operated telescopes were provided for a closer scrutiny of the airliners as they arrived and departed from far-away places.

THE MAJESTIC passenger liners of the '40s and '50s were the piston-powered DC-3, DC-4, Constellation, Stratocruiser, DC-6, DC-7, and Convair 340.

Commercial jet service was inaugurated at the airport in 1959, and the Flight Deck Restaurant closed its doors in March 1962 after all the airlines had moved their operations west of Sepulveda Boulevard to the new jet age terminal.

The old airline terminal buildings were razed one by

one to make way for the new Cargo City facilities which soon surrounded the Flight Deck building. Remaining tenants found other quarters on or near the airport, and the building was completely vacated early this year.

NOW THIS last link to a romantic bygone era is being removed to make way for expansion of American Airlines cargo terminal immediately to its south.

Los Angeles International's vast air cargo handling complex which has blossomed on the site of the old passenger terminal now represents a total investment of some \$18.5 million by tenants and the Department of Airports.

Its facilities include cargo terminals for United Air Lines, Trans World, American and Flying Tiger Airlines; the huge new World Way Postal Center; Bank of America branch; new quarters for Atlantic Transfer, official cartage carrier for the scheduled airlines; and a cargo terminal and regional offices for Emery Air Freight Corporation.

Planned for the near future is a new joint-use cargo terminal for carriers not building their own units, and an addition to the present TWA cargo terminal.

Children Can Study Nature

Nature workshop, for boys and girls 8-12 years old, will explore the many treasures of plant and animal life during a six-session nature study class beginning Monday, June 30.

Participants will visit ocean tide pools and a stream canyon. Experiments will be made on living things, and special projects will be prepared by workshop participants.

Class sessions will be held at Sea-Aire Park on Monday and Wednesday or at McMaster Park on Tuesday and Thursday. All classes run from 1 to 3:30 p.m.

Youngsters will learn about plant and animal habits, where they live and how they adapt to different environments.

Sea-Aire will host sessions on June 30, July 2, 7, 9, 14 and 16. McMaster's workshop will run on July 8, 10, 17, 22 and 24.

Register now at the Joslyn Center, 3335 Torrance Blvd. A fee of \$5 includes all materials and instruction.



CHEF'S SPECIAL . . . Guest of honor at a surprise assembly program on the Magruder Elementary School playground was Mrs. Clara Smeltzer, school cook, who is retiring this month after nine years at the school. Presenting her with a scrapbook made by students is Carl Welner, principal. Mrs. Smeltzer wears a "money hat" contributed by faculty and PTA members.

PROFILE: DICK NORMAN

You Grow Up Fast On Viet Riverboat

Imagine that you're gliding down a river in the jungles of Vietnam near the Delta, awaiting a Viet Cong barrage from the shore to riddle your 35-foot wooden boat—a craft that is little more than a raft.

You see what appears to be a few beer cans in your path, but upon firing at them, they explode — mines. Now imagine that you signed up with the Navy to go to school and become a nuclear engineer!

Dick Norman doesn't have to imagine this — it happened to him.

Almost three years ago, Norman enlisted on a four-year hitch that he hoped would prepare him for a career in nuclear engineering. He will finally begin this education — he hopes at MIT — but he had a tough tour of duty getting there.

Before serving on the river mine-sweeper, he put in more than a year on a munitions ship. His ship reloaded other ships with ammunition as they returned to the war zone.

It appears that being stationed on a ship in the middle of the Pacific loaded with enough explosives to demolish Torrance would be a risky proposition. Not so, reports the 2nd Class Electronics Technician.

"Sure, we could be hit and destroyed easily enough," he admits, "but whoever did it would have no way of getting out of there fast enough to avoid getting hit too.



DICK NORMAN

"We had so much powder on our ship," he reports jokingly, "that they didn't give us life-jackets — they issued us parachutes."

The son of Mr. and Mrs. Paul H. Norman, 23337 Pennsylvania Ave., he is a 1965 graduate of South High. He was employed by the Press-Herald prior to his enlistment in 1966.

Norman reports servicemen in the war zone are greatly distressed by the attitude taken by students stateside on service and the war. "Although everyone is not jumping some ersa ults about being over there," he states, "we all realize we have a job to do — so let's get it over with.

"You grow up fast on a riverboat in the Delta," he asserts. Killing a man is a part of war — a part that Dick Norman has experienced.

"I have killed two Viet Cong for sure," he recalls, "and it's an ugly thing. While on the river, a man stood straight up on the shore about 30 yards from me and began firing. Although I had used a machine-gun in basic training, I had never seen what it does to a man. It was terrible."

In order to receive the educational benefits he was promised upon enlistment, Norman has shipped over for another four years and now plans to make a career of the Navy.

"I will be sent to San Diego for courses to clear the three-year supply of cowboys out of my brain," he states, "and then on to one of 20-odd schools in the Navy's program."

He hopes someday to win a Captainship on a nuclear submarine. "I was down in one a few times," he says, "and I fell in love with it. There is no sense of being under water, yet you feel like you're in a different world."

More overseas duty — say, Vietnam again? "I wouldn't mind," Norman confesses, "as long as I can get my education first. The Navy has a fine officer program and benefits to go with it. But if I never see that mine-infested river again, I won't be too disappointed."